GAU/3747
#8 DS
D. Townsend
12/10/02

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In the Application of:

KORENJAK et al.

Serial No.: 09/859,410

Filing Date: May 18, 2001

Title: DIRECT DRIVE ASSEMBLY AND GO-KART CONTAINING SAME (AS AMENDED)

Group Art Unit: 3747

Examiner: Unknown

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November 28, 2001

INFORMATION DISCLOSURE STATEMENT

Hon. Commissioner of Patents
Washington, D.C. 20231

Sir:

Attached is one (1) PTO-1449 sheet listing twelve (12) foreign references. The foreign references are all written in languages other than English, except for two (2) European references, which are in English. Applicant respectfully requests that the Examiner consider the non-English foreign references. A statement of relevance is provided for each of the non-English foreign references as indicated below:

(1) FR 2 759 031 describes an integrated wheel shaft motor (1) that has a structure with a circular hole section (2). The motor (1) is carried in an integrated part of the structure. The circular hole holds a bearing (3) in which a shaft (4) is placed.

(2) DE 29 41 517 describes a front wheel suspension mechanism for a vehicle having two front wheels. The suspension mechanism includes two transverse leaf springs

mounted on a front portion of the frame of the vehicle and vertically spaced apart from each other, supports for supporting the front wheels, and elastic members for connecting both ends of the leaf springs and the front wheel supports.

(3) DE 31 30 984 describes a small-type four-wheel automobile, especially one adapted to carry one or two persons. With a unitary construction, the vehicle has a generally U-shaped swing arm pivotally connected at ends of its branched arms to a chassis frame which supports front wheels. On this swing arm is mounted an engine unit which includes a power train. The power train extends from an engine to an axle for rear wheels that serve as drive wheels.

(4) DE 39 21 414 describes a longitudinally mounted engine that has inclined cylinders and drive wheels disposed on opposite sides of the engine. The cylinder block (6) and oil pan (13) are joined together on a plane (P1-P1), which is below the center of the crankshaft. The differential case (17) is integrally formed as a part of the cylinder block (6) on the side of the engine toward which the cylinder axis is inclined. An intermediate transmission shaft (12) extends through the cylinder block and is supported by the cylinder block on one end and the oil pan (13) on the other end for connecting the differential device and the drive wheel located on the opposite side of the engine.

(5) DE 40 29 058 describes a drive train for a racing car. The driven shaft (13) is horizontally positioned above the crankshaft (14), as seen in relation to the vehicle height (C-C). The driven shaft and a coupling shaft (18) are coaxially arranged such that the coupling shaft is connected to a transmission shaft (19), which is joined to an output shaft (20) driving the rear wheel axle (7).

(6) DE 9 34 686 describes a propelling unit for motor vehicles with independent suspension driving wheels. The "in-line" engine includes a drive shaft extending transversely of and superposed to the driving wheel axis.

(7) DE 28 03 840 describes a crankshaft (5) of a transverse engine that is parallel with the half axle center line (12, 12'). The shaft is connected to the clutch assembly (3). The driven shaft (17) carries a bevel gear (42) that meshes with a corresponding gear (41) on the input side of gearbox (4). On the output side, located underneath the input side, a bevel gear (45) meshes with a bevel gear (46) bolted to the differential casing. The half shafts (12, 12') are coupled to the differential by universal joints.

(8) FR 2 603 529 describes a motorized propulsion unit in which the engine 310 occupies a central position and is directed longitudinally. The motorized unit also includes a transmission shaft 341 which is associated with it. It is noteworthy in that this shaft 341, placed parallel to the crankshaft 312 of the engine and above it, revolves in bearings 344 supported by the engine. This unit comprises a gearbox 320 with two shafts respectively aligned with the crankshaft 312 and with the transmission shaft 341. This configuration, which is compact and has high mechanical efficiency, applies to high-performance motor vehicles.

(9) FR 2 302 000 and CH 590,149 are related patents from the same family. They both describe a recreational go-kart that has a reduction gear train (10) between the engine (8) and the rear axle (6). Part at least of the rear train is enclosed by a housing (25) and the rear axle gearwheel is interchangeably mounted. An oil bath can also be incorporated in the housing, which is in two more sections, that fitting round the axle gearwheel being easily removable. The engine pinion meshes directly with this gearwheel. The engine is arranged to tilt and slide on a support plate on the rear axle, and is lockable in each position.

Each of the statements of relevance comports with the English abstracts that are submitted with the references.

This IDS is intended to be in full compliance with the rules, but should the Examiner find any part of its required content to have been omitted, prompt notice to that effect is earnestly solicited, along with additional time under Rule 97(f), to enable Applicant to comply fully.

Should a first action on the merits have been issued on the same day or before this Information Disclosure Statement is filed, please accept this Information Disclosure Statement under Rule 97(c) and charge the requisite Rule 17(p) fee to our Deposit Account No. 03-3975, under Order No. 009919/0280860 and proceed to consider this Information Disclosure Statement.

Consideration of the foregoing and enclosures plus the return of a copy of the enclosed PTO-1449 Form, page 1, with the Examiner's initials in the left column per MPEP 609 are earnestly solicited along with an early action on the merits.

Respectfully submitted,

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